

Minutes of the Public Works Committee - June 1, 2006

The meeting was called to order at the Waukesha County Airport at 8:30 a.m. by Chair Herro.

Present: Chair Ken Herro, County Board Supervisors Joe Marchese (left at 11:30 a.m.), Jeff Morris, Karl Nilson (arrived at 10:00 a.m.), Fritz Ruf (arrived at 8:50 a.m.), David Swan (left at 11:30 a.m.) and Peter Wolff (left at 11:30 a.m.)

Staff Present: County Board Chief of Staff Lee Esler, Legis.Associate Sandra Meisenheimer

Also Present: Hazardous Materials Coordinator Leslie Williams, Building Operations Mgr. Mark Keckeisen, Airport Mgr. Keith Markano, Airport Operations Asst. Michael Neau, Senior Civil Engineer Karen Braun, Principal Asst. Corporation Counsel Debbie Price, Supervisor Keith Hammitt

Approve Minutes of: May 11, 2006

Motion: Swan moved, second by Marchese, to approve the minutes of 5/11/06. **Motion carried 5 – 0.**

Executive Committee Report of the Last Meeting on May 15, 2006

Herro reviewed items that were discussed and/or considered at the last meeting.

Correspondence

1. Notice of construction to begin on the CTH “O” (Moorland Road) rehabilitation project.
2. Information on a ribbon cutting ceremony for CTH “Q” on June 6, 2006 at 10:00 a.m.

Future Agenda Items

Herro stated that we should become experts on the airport. We should work with Markano and find out what he believes is needed and find out what the Airport Commission wants.

Herro said at the next meeting on June 15, Public Works Director Bolte will appear to discuss county roads. SEWRPC is about to approve the 2035 jurisdictional plan, which is about roads handling the population growth to the year 2035. It will be approved next month.

Esler said this committee has the authority to regulate parking on county grounds. The Parks and Land Use Department will have to realign parking and signage around the courthouse based on the security program. This issue should be on the next agenda.

Esler said another agenda item would be a plan of operations on how to assume jurisdiction and improvements for the west Waukesha corridor (Highway TT, Merrill Hills Road, State Highway 59, County Highway X). This committee also receives an update on State projects in Waukesha County on an annual basis.

Consider Proposed Ordinance: 161-O-015 Modify Capital Project 200610

Keckeisen and Williams were present. Keckeisen explained the ordinance, which will modify the Substation Salt Mitigation capital project to perform work at the North Prairie Substation in 2006 rather than in 2007. The shifting of \$27,100 required to complete the work will have no impact financially or on the timeline of the project. These funds are being made available by using an equivalent value of engineering work planned for 2006 and moving it to 2007.

Herro asked if the Village of North Prairie is satisfied with what is being done. Keckeisen said they are satisfied that the work is being moved forward to 2006. Williams said when they went to several municipalities in regard to having a substation, North Prairie was one that would accept it. Herro asked why do they benefit from a substation? Williams said because it is also a Sheriff's substation which means there are deputies patrolling North Prairie. They also get first crack out of the salt shed when the roads need it.

Ruf arrived at the meeting at 8:52 a.m.

Motion: Swan moved, second by Marchese, to approve Ordinance 161-O-015. **Motion carried 6 – 0.**

Status Update on Airport Fixed Base Operator Agreement

Markano and Neau were present. Markano began with an explanation of what a fixed base operator does – handles aircraft on the ground, deals with parking, pilot requests, passenger requests, use of rental cars, taking baggage off aircraft, fueling of aircraft and also helps the staff at the airport until they arrive. There is also an agreement with the FBO to offer flight training and aircraft charter services. There is a pilot's lounge for pilots to rest between flights which has a weather and flight planning center.

Markano stated that on April 28 of 2006 the County Board approved the sale of Waukesha Flying Services (John Lotzer, President) to Trajen FBO Network. Trajen operates 21 locations most of which are in the western states but they are in the process of expanding to the east. Trajen wants to focus on just the aircraft service at the Waukesha County airport and not on the flight training and charter portion so the latter will remain with John Lotzer (Lake Country Aviation). Markano also explained that on April 28 they were informed that the Trajen FBO Network had been purchased by Macquarie Infrastructure Company, which is the parent company of the Dallas based Atlantic FBO chain. This company has some ties to a Macquarie financial holding which is based out of Sydney, Australia. Corporation Counsel has reviewed and approved the change.

Esler asked how many full-time equivalents does the FBO employ? Markano said including the charter service it is probably still about 15 to 16 people. Esler said he asked this because back in the dark ages of the 90's at one point the county was looking at the option of adding 15 employees to take over the airport operation.

Review Year End Financial Report for the Airport Enterprise Fund

Ruf asked what percentage of the revenues is fuel? Markano replied that fuel is about 12%. Other revenue sources are the county-owned hangar rentals and land leases. Herro asked what does the 12% consist of? Markano said they get 10 cents per gallon, which is considered in the state kind of a high fuel flowage. He said last year there were 64 rental units that rent out anywhere from \$188 to \$350 per month. The year-end total came to \$169,000.

Esler asked about the security fence for \$192,000. Is it installed and how is it working out? Markano said it is fully installed, and they made the switch-over live last August. It has been a resounding success, and they have not received any complaints. Esler asked do you control issuance and security of I.D. cards rather than the FBO? Markano said yes.

Markano said the fuel price for 100 octane low lead is \$4.23 per gallon and that is why recreational traffic has dropped off. Last year at this time, it was about \$3 per gallon. Jet fuel is at \$4.32. As a comparison, Racine is at \$4.25 for low lead and \$4.40 for jet fuel; West Bend is at \$4.21 for low lead and \$3.99 for jet fuel. In regard to operations, last year at this time there were 38,000; this year there are 22,000. The airport is mostly affected by the fuel sales. Fuel was off 24% YTD last month. Last year they made \$109,000 on the 10 cents per gallon purchases so that will be down this year. Some of it is being made up in the leases because there are more than projected in the budget. Markano referred to the handout and explained the increase of \$139,800 for operating expenses, depreciation expense increase of \$9,300 and interdepartmental charges increase of \$4,200.

Review Status of Capital Project “Runway 18/36 Reconstruction”

Markano referred to several maps to explain the project. He said this project was one that was earmarked, and they worked with Senator Kohl’s office a couple of years ago. In looking back at old records, they determined that this runway was originally constructed in 1964 with an overlay in 1984. With this project there were several other issues that made this more than just a simple reconstruction of the runway. There were some failures on the runway – transverse cracks that they had patched with infrared patches over the last couple of the years. There also is a storm sewer system that feeds off the Expo (about 1,100 feet that goes underneath the runway) and that was causing a lot of the cracking because of erosion. There also is the issue on Bluemound. As you look at the runway, you’ll see that Bluemound is higher, there is dip and a hill goes up to the runway. With all of these issues adding up, it is now a \$3 million project instead of \$1 million. The funds were received for this project but they didn’t get the release on the funds until August of 2005. Consequently, the paving could not start until September or later so they decided to put off the project until this year.

Markano said the runway will be closed for paving from 9:30 a.m. to 4:00 p.m. on weekdays. He continued to explain what is entailed with taking out and relocating the new storm sewer, cutting the hill, filling in, waste areas, the fuel farm, and taxi lanes. In the southeast hangar area, the first phase was constructed in 1997, has one lot remaining and is under contract now. In the southwest hangar area there are no lots left. After they are finished with the last phase (southeast hangar area), there is nothing else left.

Markano stated that the bids were opened on May 4 and Super Excavators, Inc. of Menomonee Falls has been awarded the contract. The base bid of \$1.7 million includes reconstruction of the runway, runway lighting, replacement of the affected storm sewer section, the perimeter road, and the extension of the terminal parking lot. Markano said the preconstruction meeting is scheduled the week of June 12 and construction should start the week of June 19. It is a 70 working day contract so barring any delays the project should be completed by the middle of December.

Review and Discuss the Adopted Airport Layout Plan to Include an Update on the Environmental Assessment for the East/West Runway

Markano referred to an airport layout drawing to point out the boundaries of the airport. There have been problems with the safety areas for runway 10 to the east and runway 28. He explained what the safety areas should be and what is lacking, and the aircraft using the airport.

Nilson arrived at the meeting at 10:00 a.m.

Markano continued by showing where the Waukesha Flying Services storage hangar is, the area by Jack Safro's hangar, lots still available, the current equipment shed of 2,000 sq.ft, and also explained storm sewer flows.

Referring to several maps, Markano explained the environmental assessment for the east/west runway. They are looking at 2011 for doing major rehabilitative work on 10/28 so they need to get into designing and looking at the different alternatives for doing the safety areas. He explained one alternative called "declared distances" which puts the responsibility on the pilot to determine whether he has enough runway to operate with a physical piece of pavement. Originally, "declared distances" didn't seem to be a viable alternative so they started to look at what was called engineered material arresting system (EMAS), which is a foam concrete that is used at some airports. The problem is the expense of \$3 million to put it in and special requirements for maintenance (snow removal and a coating to be put on every 3 years). Last September there was a change to the airport design advisory circular. Markano said they were asked by the FAA district office in Minneapolis to re-look at the "declared distances" option, which they have done. He explained further in detail how it would work.

Esler asked will this proposal be in the 2011 capital projects plan in September of this year? Markano said there are different scenarios as to what the runway would need repair-wise. Currently, the estimate is \$1.8 million to basically redo all of the joints in the concrete, several partial depth repairs and several full panel replacements, as well as to redo the lighting.

Herro asked what about moving any of the roads? Markano said there is not the demand to do it yet. To justify the demand they would need 500 operations of aircraft per year which is the basic criteria. Right now the issue to address are the safety areas. Discussion continued on the proposed hospital by General Electric. Herro asked what about the towers? Markano said there are a couple of towers out there, and there isn't a straight-in runway approach for 28. The long term planning is to get rid of the two towers.

Consider Sale of Excess Right of Way, Parcel 2, CTH L – Janesville Road (S67 W4780 Janesville Road, Muskego)

Price and Braun were present. Esler said there was an ordinance adopted last July by the County Board that authorizes this committee to sell the parcel. Braun said this parcel has been for sale for quite a while. It is an odd shaped lot and a driveway will only be allowed on Woodland not Janesville Road. This is the first offer they've received in a long time. It is for sale at \$85,000. The offer is for \$72,500.

Swan said in Lines 148 and 149 of the offer to purchase under financing, it seems to him that the amount is quite high. Braun said she talked to Wayne Salentine, who is the real estate broker for this parcel. He said he would get a letter of credit from the bank but was assured that the buyer did have a letter of credit. Braun said in 2002 when it was purchased for \$150,000 there was a ranch house on the .31 acre lot (\$100,000 was allocated for the building; \$50,000 for the land).

Herro asked what is your recommendation? Braun said there are some things she is not completely satisfied with. The price is not terrific but doable. She thinks the earnest money of \$500 is too low. Also, she doesn't like the closing date of September 29 and would like it changed to 60 days out.

Also in lines 179 and 180, Price said she would like clarification on the language (why is 60 days mentioned there but 90 days for the closing).

Motion: Marchese moved, second by P.Wolff, to approve the offer to purchase in the amount of \$72,500 in the form of a counter offer with the following contingencies: (1) earnest money would be \$2,500; (2) closing would be 60 days; (3) approval of zoning would be 60 days and financing would be 30 days; (4) require a letter of credit within 5 days of acceptance; and (5) in Line 24 the date for acceptance of the counter offer is changed from June 23 to June 7. **Motion carried 7 – 0.**

Marchese, Swan and Wolff left the meeting at 11:30 a.m.

Tour of Airport Facility Building and Grounds

At approximately 11:30 a.m. the committee went on a tour of the airport which was conducted by Airport Manager Markano. He showed the committee many of the areas that were discussed at the meeting. Those in attendance were Chair Herro and Supervisors J.Morris, Ruf, Nilson and (guest supervisor) Hammitt.

Motion to adjourn: Nilson moved, second by Ruf, to adjourn the meeting at 12:15 p.m. Motion carried 4 – 0.

Respectfully submitted,

Joe C. Marchese
Secretary

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